

JEFFORDS is a dedicated advocate for environmental protection. With the GWPPA, he leaves a legacy to guide and inspire future generations to actively address the issue of global warming. I encourage my colleagues to join Senator JEFFORDS in supporting this worthy initiative.

THIRTY-SECOND ANNIVERSARY OF THE TURKISH INVASION OF CYPRUS

Mr. REED. Mr. President, today, on behalf of the Greek Cypriot population of Rhode Island, and Greek Cypriots around the world, I recognize the 32nd anniversary of the Turkish invasion of Cyprus.

Shortly before dawn 32 years ago today, heavily armed Turkish troops landed on the northern coast of Cyprus launching the invasion and subsequent occupation of Northern Cyprus. Over the next 2 months, over 200,000 Greek Cypriots, an overwhelming 82 percent of the island's population, were forced to seek refuge in the southern Greek controlled portions of Cyprus. Turkey eventually called a ceasefire after seizing 37 percent of the island. To this day Turkey is the only country that recognizes the self-declared "Turkish Republic of Northern Cyprus."

Over the last 30 years, the United Nations Security Council and General Assembly have striven to resolve this ongoing territorial dispute through multiple failed peace talks and resolutions. While many years and much thought has gone into determining an equally agreeable solution, talks between the Greek Cypriot south and the Turkish Cypriot north constantly end in a stalemate.

However, hope was renewed this month when the United Nations began drafting recommendations on reviving stalled peace talks between this war-divided island's Greek and Turkish Cypriot communities. Furthermore, Cyprus President Tassos Papadopoulos and Turkish Cypriot leader Mehmet Ali Talat were hailed by the Cyprus Parliament Speaker Demetris Christofias as taking positive steps toward restarting the Cyprus peace talks.

We must applaud the continued efforts of the United Nations and the renewed focus of the Cypriot leaders to reunite a divided Cyprus and remain committed to ushering the settlement process forward. Cypriot, Mediterranean, and U.S. interests will benefit from a settlement that addresses all legitimate concerns of both sides and promotes the stability of a hostile region.

Much like the Greek proverb, "learn to walk before you run," Cypriot leaders must take small steady steps forward and continue forward even when the road looks unpaved. There is a path that leads to the reunification and peace between these two communities. Traversing this path, however, will take patience and tolerance.

DM&E RAILROAD LOAN FROM THE FEDERAL RAILROAD ADMINISTRATION

Mr. DAYTON. Mr. President, I have arisen previously to talk about a proposal of the DM&E Railroad to reconstruct its rail line across southern Minnesota in order to run up to 36 unit coal trains, rail cars containing grain and other agricultural products, and possibly shipments of hazardous materials. The DM&E is presently seeking a \$2.5 billion low-interest loan from the Federal Railroad Administration for this project, which the company initially said would be financed to the private capital markets.

Evidently unable to attract that necessary financing, DM&E has now turned to the American taxpayer to assume the enormous financial risk that such a project entails. If the project were to be successful, the financial benefits would go to DM&E's executives and investors. If the project were to fail, the losses would be paid by American taxpayers. It is for that reason that I have urged the Administrator of the Federal Railroad Administration and the U.S. Secretary of Transportation, who have the ultimate decision-making authorities, to exercise all necessary due diligence before their decisions about this enormous financing.

Previously, I have also expressed the strongest possible concern about DM&E's intention to run this rail line through downtown Rochester, MN, and immediately adjacent to the world-renowned Mayo Clinic. Mayo Clinic and Rochester City officials vehemently oppose DM&E's intended route and maintain that it would be catastrophic to their clinic and their city. I agree.

The Mayo Clinic is known and respected nationally and worldwide for its medical excellence. Last year, the Mayo Clinic saw over 1,700,000 patients who came from throughout Minnesota, our country, and the world to seek the best possible medical care. The Mayo Clinic is the largest private employer in Minnesota, employing over 28,000 people, including 2,400 physicians.

In addition to the serious financial questions surrounding this project and major environmental concerns across its intended route, new information has just come to light that demonstrates even more conclusively how unacceptable its proposed route through downtown Rochester, MN, and adjacent to the Mayo Clinic would be. According to a report released today by the Mayo Clinic, but using public, factual information, DM&E has one of the very worst safety records in the entire U.S. railroad industry. In fact, last summer, Mr. Kevin Sheiffer, President and CEO of DM&E's parent company, told DM&E employees, in their newsletter, "We have a very poor safety record."

The report discloses that from 2000 through 2005, the DM&E reported train accidents at a rate 7.5 times higher than the national average; during 2005,

the DM&E's rate of accidents at crossings was 2.3 times higher than the national average; the DM&E had the highest rate of employee casualties among regional freight railroads in 2004, and was a close second in 2003 and 2005; during the past 10 years, DM&E had 107 accidents involving trains carrying hazardous materials, including a record 16 in 2005; and since 2003, when the Federal Railroad Administration loaned DM&E \$233 million, DM&E's main track accident rate has soared to eight times the national rate—a 175 percent increase over its pre-loan rate.

Mr. President, I ask unanimous consent that the the overview of this report, "The Sum of All Fears: Unsafe Railroad Plus Unsafe Plan Equals Disaster," and the forwarding letter from the Mayo Clinic to The Honorable Joseph H. Boardman, Administrator of the Federal Railroad Administration, be printed in the RECORD.

There being no objection, the material was ordered to be printed in the RECORD, follows:

JULY 20, 2006.

Hon. JOSEPH H. BOARDMAN,
*Administrator, Federal Railroad Administration,
Washington, DC.*

DEAR ADMINISTRATOR BOARDMAN: On May 8, 2006, the County of Olmsted, the City of Rochester, Mayo Clinic, and the Rochester Area Chamber of Commerce submitted an independent study by a prestigious accounting firm setting forth detailed reasons why granting a \$2.5 billion loan to the Dakota, Minnesota and Eastern Railroad (DM&E) posed a substantial risk to the American taxpayers that the loan will not be repaid. We believe that documented risk to the taxpayers is reason enough for the loan to be denied.

In addition to the substantial risk of default, the public safety impact of any loan to the DM&E must be considered, especially given the DM&E's abysmal safety record as outlined in the enclosed analysis. In light of the DM&E's record as the most unsafe regional railroad in America, granting a \$2.5 billion loan to the DM&E would clearly and dramatically increase the public safety risk to the residents of Rochester and the patients and physicians at Mayo Clinic. It would also violate the statutory admonition that the Secretary of Transportation shall give priority to projects that "enhance the public safety," and undermine the Federal Railroad Administration's (FRA) statutory obligation to "carry out all railroad safety laws."

The proposed loan would not enhance the public safety. To the contrary, the proposed loan would fund a project that could have terrible consequences for the residents of Rochester, Minnesota, and the patients, doctors and scientists at Mayo Clinic. Transporting hazardous materials, at high speeds, on one of the country's most dangerous railroads, is an "accident" waiting to happen. If that accident were to occur in the City of Rochester near Mayo Clinic, then the consequences could be catastrophic.

The safety problems at the DM&E are well documented by the FRA itself. Last October, the FRA cited the DM&E for "numerous problems with management and implementation of [its] safety program." The FRA should carefully consider the safety consequences because granting the proposed loan would simply reinforce the DM&E's attitude that safety does not matter. We believe that denying the loan would make it clear that safety comes first.

For these reasons (and the reasons set forth in our May 8, 2006 submission), we respectfully submit that the DM&E's loan request should be denied. We also reiterate our previous request for the opportunity to meet with you to discuss the merits of our submissions.

Sincerely,

MAYOR ARDELL BREDE,
City of Rochester.
GLENN S. FORBES, M.D.,
*CEO, Mayo Clinic
Rochester.*
JOHN WADE,
*President, Rochester
Area Chamber of
Commerce.*
DENNIS L. HANSON,
*President, Rochester
City Council.*
KENNETH D. BROWN,
*Chair, Olmsted County
Commissioners.*

THE SUM OF ALL FEARS: UNSAFE RAILROAD
PLUS UNSAFE PLAN EQUALS DISASTER
OVERVIEW

The Dakota, Minnesota and Eastern Railroad (DM&E), a regional freight railroad, is seeking a \$2.5 billion loan from the United States government, backed by the American taxpayers, for a major expansion that would allow trains to carry coal and other freight, including hazardous materials, through the heart of downtown Rochester—a few hundred feet from Mayo Clinic—at speeds up to 50 miles per hour. The DM&E refuses to limit the number of trains through Rochester and refuses to restrict the type of cargo it carries through Rochester near Mayo Clinic.

The Secretary of Transportation must consider the effects of such a loan on the public safety and a loan should not be granted to the DM&E because it would expose Rochester and Mayo Clinic to the safety risks inherent in the transportation of hazardous materials by a railroad with long-standing safety problems.

The DM&E has one of the worst safety records of all U.S. railroads:

1. From 2000 through 2005, the DM&E reported train accidents at a rate 7.5 times higher than the national average;
2. During 2005, the DM&E's rate of accidents at crossings was 2.3 times higher than the national average;
3. The DM&E had the second-highest rate of employee casualties among regional freight railroads in 2004 and 2005;
4. During the past 10 years, DM&E had 107 accidents involving trains carrying hazardous materials, including a record 16 in 2005; and
5. Since 2003, when the Federal Railroad Administration (FRA) loaned DM&E \$233 million, the DM&E's main track accident rate has soared to eight times the national rate—a 75 percent increase over its pre-loan rate.

The U.S. government has repeatedly identified safety problems at the DM&E. In 2002, the DM&E signed an Expedited Consent Agreement with the Environmental Protection Agency (EPA) agreeing to pay a civil penalty and correct violations of federal regulations. In 2005, the Occupational Safety & Health Administration (OSHA) cited and fined the DM&E for serious safety violations. The FRA placed the DM&E under a Safety Compliance Agreement in October 2005.

The DM&E has claimed that its abysmal safety record is the result of old track, but the FRA has rejected that excuse—most recently in its October 2005 Safety Compliance Agreement. During the past six years track defects caused only about one-half of the DM&E's train accidents and track defects

had nothing to do with the company's high rate of accidents at highway-rail crossings or its high rate of employee casualties. New track will not change the company's cavalier attitude toward safety.

In 2003, the FRA entered into a \$233 million loan agreement with the DM&E. Since that time the DM&E's poor safety record has gotten materially worse—not better. There is simply no reason to believe that lending the DM&E another \$2.5 billion would change the result or the company's approach to safety.

Rochester, Minnesota, is home to 40 percent of all the people who live along the DM&E's proposed expansion route. Rochester is also home to Mayo Clinic, one of the world's leading medical centers. Many of Mayo's patient-care facilities are within hundreds of feet of the DM&E's tracks—at ground level. An accident involving the spill of hazardous materials near Mayo Clinic, with its vulnerable patient population, would be disastrous. The safety risks posed by an unsafe railroad transporting hazardous materials at high speeds near a world-renowned medical center should not be subsidized by the U.S. government. It is wrong for a safety organization like the FRA to reward a company for disregarding the safety of the public and its own employees. The American people would be shocked to learn that the U.S. government is considering giving an unsafe railroad one of the largest loans to a private company in the history of the United States of America.

ADDITIONAL STATEMENTS

GLENDALE HIGH SCHOOL
REACHING JUNIOR G8 SUMMIT

• Mrs. FEINSTEIN. Mr. President, I would like to take the opportunity to congratulate the students of Glendale High School on becoming the U.S. representative at the Junior G8 Summit.

For the first time in 30 years, the annual G8 Summit will include an official exchange between children aged 13 to 17 and G8 leaders. Glendale High School beat out 14 other schools for this once-in-a-lifetime chance to represent the United States at the Summit.

The Junior 8 Youth Forum will provide the participants from all over the world a platform from which they can express their opinions on issues such as infectious diseases, violence, corruption, education, energy, and security. The U.S. team and their international counterparts will meet in order to draft a communique which eight of them will present to the G8 leaders.

These students could not have achieved this memorable accomplishment without tremendous support and encouragement from their dedicated teachers and parents.

I would also recognize team members Shaunt Attarian, Rigo Benitez, Edgar Hernandez, Sergio Maciel, Vianca Montesino, Elaine Panlaqui, Diana Perez, and Kelly Velasquez for their poise and determination in working towards receiving this honor.

All eight team members have spent time and energy for over 6 months preparing to represent the United States with respect and intelligence at this prestigious event. The Glendale High

School Junior G8 team should be commended for their efforts and stand as an inspiration to us all.

Once again, I would like to honor the entire Glendale High School Junior G8 Team on a well-deserved victory. Each of these students holds wonderful promise, and I applaud them for their many achievements. Their futures are bright, and their performance will continue to serve as a model for those who follow in their footsteps.●

CONGRATULATING BALDWIN HIGH
SCHOOL CHEERLEADERS

• Mr. AKAKA. Mr. President, I wish to congratulate the Baldwin High School cheerleading team, from Wailuku, Maui, HI, who on March 25, 2006, won a national title at the National Cheerleaders Association U.S. Championship.

The Baldwin cheerleaders placed first in the small varsity coed division against teams from the Western United States Radford High School, also from my State of Hawaii, was the second place team to Baldwin High School. The Baldwin cheerleaders were then named grand champions for placing highest in the most divisions, beating out 144 other participating teams.

I am proud not only of the impressive achievements but also of the humility and sportsmanship that the team displayed. The team represented the State of Hawaii very well.

I recognize the sacrifices many family members and friends made to support the team. These young men and women would not have been able to enjoy the athletic competitions if it were not for the moral and financial support of their families and community. I applaud these efforts and wish all the players and their families the best in their future endeavors. Finally, I recognize the hard work and dedication of the participants and coaches.

I ask to have printed in the RECORD the team's roster as reported by The Maui News.

The material follows.

Niki Fernandez, Jayme-Lynn Kashiwamura, Cory Manibog, Shawna Matsunaga, Keoni Mawae, Gillian Platt, Tiare Pimental, Sherise Shimabuku, Zeyuna Tabernero, Jenna Takushi, Kamala Klask and Lavancia "Anela" Winn
Head Coach JoAnn Yap and Assistant Coach Matt Balangitao●

TRIBUTE TO KATHY A. RUFFING

• Mr. GREGG. Mr. President, I take a moment to recognize someone who has provided invaluable assistance to the Budget Committee for many years. After 25 years of service at the Congressional Budget Office, or CBO, as we call it, Kathy A. Ruffing will be retiring at the end of this month.

During her tenure at CBO, Ms. Ruffing earned a well-deserved reputation for tirelessly producing high-quality analyses on a wide range of topics including interest costs and the Federal debt, Federal pay, immigration,